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SUPPLEMENT TO
REPORT NO.

THIS IS UNEVALUATED INFORMATION

PERFORMANCE OF CHINESE-BUILT LOCOMOTIVE;
KWANGTUNG-KWANGSI RR LINE ROUTE CHOSEN

The locomotive was run at various speeds up to 75 kilometers per hour without swaying or noticeable vibration. The temperature of the main driving axles at no time exceeded 55 degrees centigrade; standard specifications called for the temperature not to exceed 70 degrees.

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The locomotive is capable of pulling trains of more than 3,000 tons weight. Every part was made with extreme care, passed three rigid inspections, and hence was in every respect fully up to standard. The boiler plates and stay-bolts were all electrically welded. The boiler was tested to a pressure of 25 kilograms per square centimeter and showed no leaks. Some problems were encountered in the manufacture of the couplers and the air-brake valves but these problems were successfully overcome.

Although the Ministry of Railways budgeted 6,000 man-days of work to build this locomotive, it was completed in 3,600 man-days of labor.

CONSTRUCTION PLANS OF KWANGTUNG-KWANGSI RAILWAY -- Hong Kong, Hsing-tao Jih-pao, 3 Oct 52

(Chung-lien She) -- According to information from official sources, it has been decided to extend the Kwang-San line Canton -- San-shui westward into Kwangsi, and that it will then be known as the Yueh-Kuei Kwangtung-Kwangsi line.

After leaving San-shui, the route decided upon is to pass through Ssu-hui 112 37, 23 24, Kuang-ning 112 18, 23 44, Huai-chi 112 04, 24 02, Pa-pu 111 25, 24 29, Chung-shan 111 09, 24 32, P'ing-lo 110 28, 24 36, Li-p'u 110 15, 24 26, Hsiu-jen 110 01, 24 21, to Lo-jung 109 32, 24 28, where it is to make the junction with the Hsiang-Kuei Railway. The Southwest steel bridge connecting Canton and Shih-wei-t'ang is to be completed.

The main station at Canton is to be at Huang-sha. When completed, the running time on this route from Canton to Liu-chou, and beyond to Szechwan, will be one day less than by way of Heng-yang and Kuei-lin.

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TRANSPORTATION TARGETS IN NORTHEAST -- Hankow, Ch'ang-chiang Jih-pao, 17 Aug 52

Mukden, 16 August (Hsin-hua) -- In the Northeast the rail transportation tonnage for the first half of 1952, up to 30 June, was 99.1 percent of the target for that period; but this was 25.1 percent more than for the same period in 1951. In the case of some important goods, the transportation record was over 100 percent of the target, and in the case of others nearly 100 percent. By continuing to give attention to the places where coal, grain, timber, and cement are produced and where they are marketed, and exercising common sense, crosshauling and unnecessarily long hauls have been further reduced.

In the second quarter of 1952, the movement to haul full loads, heavier trains, and 500 kilometer per day was launched. Due to this movement, the average load for 30-ton cars has been raised to 29.2 tons and the average weight of train loads has now reached 1,217 tons. The average daily locomotive run has reached 441.8 kilometers; 43.5 percent of the locomotives now travel at least 500 kilometers per day.

Highway transportation for the half year reached only 92 percent of the target, but this was 105.2 percent above the record for 1951. The number of men engaged in transportation has increased by 16,400.

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RECORDS OF CHINESE LOCOMOTIVE CREWS -- Berlin, Der Verkehr, Vol VI, No 9,
Sep 52

During the period from 1 April 1949 to 31 March 1952, the crew of young men of locomotive No 1008 covered with their engine a total distance of 352,812 kilometers without any major disruptions in service thus setting a new record. Frequently, locomotive No 1008 hauls trains with a gross load of 3,500 tons over the Ang-ang-ch'i line of the Chinese Ch'ang-ch'un Railway. Due to the enthusiastic cooperation of all members of the crew, the locomotive was able to exceed its quota, and, in a series of tests, to effect savings to the value of 1,661,000,000 yuan. In celebration of the May Day, they challenged other leading locomotive crews of the Chinese Ch'ang-ch'un Railway to haul above-normal freight trains and to cover a daily distance of 500 kilometers. This was their answer to the bacteriological warfare of the American imperialists.

The crew of locomotive No 1008 has become well known as pioneers of the 500 kilometers per day movement which was initiated by them in the fall of 1949 at the suggestion of a Soviet railway adviser. This movement is now being extended to all Chinese railways and it is contributing substantially to the increase in railway transportation. Many new records have been established. For example, on 20 March 1952, the crew of locomotive No 620 was able to set a new record on the Shanghai-Nanking line. Within 24 hours, they made 3.5 trips between these terminals, thereby covering a distance of 1,135 kilometers.

KWANGTUNG GUERRILLAS HARASS COMMUNICATION LINES -- Hong Kong, Hsing-tao Jih-pao
5 Oct 52

Ch'u-chiang -- The frequent attacks on Communist cadres in Canton and its suburbs, and the distribution of anti-Communist circulars, forced the Public Safety Bureau of Canton to assign over 100 plain-clothes detectives to the job of arresting anti-Communist agents. But they have been unable to put a stop to such activities. Telephone and telegraph wires between Canton and Shao-kuan were cut in more than 20 places; 80-90 telephone poles and over 1,000 yards of wire were removed. Realizing the seriousness of the situation, the Public Safety Bureau has assigned the militia and peasants associations of the towns along the line to guard duty, and will require of them reparation for any further damage to the railway and its communications.

Hong Kong, Hsing-tao Jih-pao, 6 Oct 52

Ch'u-chiang -- Taking advantage of the weakness of military protection on the Hankow-Canton Railway between Ch'u-chiang and Canton, due to the sending of many of the troops to eastern Kwangtung for coastal defense, a body of anti-Communist guerrillas recently made destructive attacks at a number of points in the vicinities of Wu-shih, Ma-pa, K'eng-k'ou, Yuan-t'an, Li-tung, Po-lo-k'eng, Lien-chiang-k'ou, and Huang-shih. Rails were ripped up and railway ties were destroyed. Although a force of workmen from the Shao-kuan railway station made hurried repairs and restored the service, the track is not considered safe, trains run slowly and are frequently late.

On 28 September, at about 2100 hours, a train from Canton had reached a point near Ho-t'ou, in the Ying-te region, when trouble with the engine developed. A call was sent to Ying-te for a locomotive to take the train on to Shao-kuan. Since there was no locomotive available at Ying-te, the request was then sent on to Shao-kuan.

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About midnight, a band of some 70 anti-Communist guerrillas came from the woods and hills to the east and attacked the railway station and the railway guards within. Rifles and hand grenades were used for an hour or more, and the disabled locomotive was further damaged by explosives. The railway guard withdrew to the town of Ho-t'ou-hsu and the guerrillas, having accomplished their purpose, escaped into the hills. By the time more than 100 troops were sent up from Ying-te, the attackers had disappeared. About 45 of the local shop keepers were arrested and interrogated.

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